OXC - 1062
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10 November 1960

MEMORANDUM FOR : Chief, Development Branch, DPD-DD/P

SUBJECT : Trip Report of Visit to Minneapolis-Honeywell

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1. During the week of 1 - 4 November 1960, [redacted] visited the Minneapolis-Honeywell facilities of Minneapolis and St. Petersburg. The purpose of the trip was to review the estimated preflight preparations to ready the aircraft for flight. A review of the hardware being fabricated was also made.

2. The preflight requirements of the autopilot, air data computer, Mach trim, and stability augmentation systems will require approximately two (2) hours time. As a general statement of interface with other preflight procedures, M-H must have sole access to the aircraft during this period. On the good side, however, this preflight can be accomplished many hours or perhaps a day or two prior to flight. Upon completion of the preflight accomplished in the hangar area, various circuit breakers will be "pulled" in order to prevent unnecessary running of the gyros during later phases of the preflight inspection that require electrical power. Immediately before or after engine start, these circuit breakers will be reset. This is the only preflight requirement of the Minneapolis Division of M-H at the South pad just prior to take-off.

3. The preflight check-out of the INS by the Florida Division of M-H will require from 70 to 80 minutes. This will be the last phase of the preflight program. The techniques used to set up and check the system are not compatible with other workers accomplishing assigned tasks during this period. Also, once the electrical power is applied to the aircraft at this stage, the power cannot be interrupted until completion of the flight.

4. A preliminary estimate of the preflight check-out requires Lockheed and Pratt and Whitney to prepare the airplane for flight. Then, the Minneapolis Division will accomplish the necessary checks on the separate SAS, AP, ADC, and Mach trim systems. All of these phases can be completed well in advance of operational use and be on somewhat of a "ready line." To prepare for an operational mission, the aircraft would go first to the payload hangar (estimated time unknown - could be as little as 90 minutes or as much as five hours), thence to the run-up pad for refueling, and finally, the preflight of the INS by M-H, Florida. The time required, then, from "go ahead" to take-off may run as high as eight hours.

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